

- Shifting to a “person trip” model rather than using the ITE manual for vehicle trip generation
 - Non-motorized travel tends to be underestimated by travel demand models.
 - This underestimation leads to a higher cost per trip for these modes relative to motorized modes. Costs for non-motorized trips are six times greater than motorized costs.
 - Because the non-motorized costs per trip are so much higher than motorized costs, there is no incentive for developers to support travel by these modes.
- Refine or clarify the use of capacity improvement versus deficiency
 - Estimates of project costs subtract system deficiencies, however, there is no consistent treatment of modes in the assessment of deficiencies.
 - The process for calculating deficiencies negatively biases the eligibility of non-motorized projects for TSDC funding.
 - Better measures for defining deficiency are needed.
 - Deficiencies in facilities for motorized modes are assessed based on peak-hour volumes measured against existing capacities.
 - Deficiencies for non-motorized costs are based on the extent of coverage of existing facilities, which results in a greater proportion of existing bicycle and pedestrian facilities being labeled as deficient.
- Refine Credit/Discount model, which may include:
 - Adding or improving multimodal accommodations surrounding the site, thus adding person trip capacity
 - Adding or improving multimodal signalization surrounding the site
 - Locating near a multimodal corridor or district, defined by the City
 - Agreeing to provide a transportation demand management strategies, defined by the City